

§ 61.15-10

be checked by the marine inspector at each inspection for certification.

[CGFR 68-82, 33 FR 18890, Dec. 18, 1968, as amended by CGD 73-248, 39 FR 30839, Aug. 26, 1974; CGD 83-043, 60 FR 24782, May 10, 1995]

§ 61.15-10 Liquefied petroleum gas piping for heating and cooking.

(a) Leak tests as described in paragraph (b) of this section shall be conducted at least once each month and at each inspection for certification. The tests required at monthly intervals shall be conducted by a licensed officer of the vessel or qualified personnel acceptable to the Officer in Charge, Marine Inspection. The owner, master, or person in charge of the vessel shall keep records of such tests showing the dates when performed and the name(s) of the person(s) and/or company conducting the tests. Such records shall be made available to the marine inspector upon request and shall be kept for the period of validity of the vessel's current certificate of inspection. Where practicable, these records should be kept in or with the vessel's logbook.

(b) Test system for leakage in accordance with the following procedure: With appliance valve closed, the master shutoff valve on the appliance open, and with one cylinder valve open, not pressure in gage. Close cylinder valve. The pressure should remain constant for at least 10 minutes. If the pressure drops, locate leakage by application of liquid detergent or soapy water solution at all connections. Never use flame to check for leaks. Repeat test for each cylinder in a multicylinder system.

§ 61.15-12 Nonmetallic expansion joints.

(a) Nonmetallic expansion joints must be examined externally at each inspection for certification for signs of excessive wear, fatigue, deterioration, physical damage, misalignment, improper flange-to-flange spacing, and leakage. A complete internal examination must be conducted when an external examination reveals excessive wear or other signs of deterioration or damage.

(b) A nonmetallic expansion joint must be replaced ten years after its date of manufacture if it is located in

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a system which penetrates the vessel's side and both the penetration and the nonmetallic expansion joint are located below the deepest load waterline. The Officer in Charge, Marine Inspection may grant an extension of the ten year replacement to coincide with the vessel's next drydocking.

[CGD 77-140, 54 FR 40615, Oct. 2, 1989]

§ 61.15-15 Other piping.

(a) All other piping systems shall be examined under working conditions as required by the marine inspector.

Subpart 61.20—Periodic Tests of Machinery and Equipment

§ 61.20-1 Steering gear.

(a) Steering gear shall be tested and inspected by the marine inspector at each inspection for certification and oftener if necessary.

(b) All devices employed in the change-over from automatic to manual operation shall be examined and tested.

§ 61.20-3 Main and auxiliary machinery and associated equipment, including fluid control systems.

(a) At each inspection for certification the marine inspector shall conduct such tests and inspections of the main propulsion and auxiliary machinery and of its associated equipment, including the fluid control systems, as he feels necessary to check safe operation.

(b) Remote control for the means of stopping machinery driving forced and induced draft fans, fuel oil transfer pumps, fuel oil unit pumps, and fans in the ventilation systems serving machinery and cargo spaces shall be tested at each regular inspection for certification.

§ 61.20-5 Drydock examination.

(a) When any vessel is drydocked, examination shall be made of the propeller, stern bushing, sea connection, and fastenings if deemed necessary by the marine inspector.

(b) Sea chests, sea valves, sea strainers, and valves for the emergency bilge suction shall be opened up for examination at the time of drydocking if

deemed necessary by a marine inspector.

[CGFR 68-82, 33 FR 18890, Dec. 18, 1968, as amended by CGD 84-024, 53 FR 32231, Aug. 24, 1988]

§ 61.20-15 Tailshaft examination.

The rules in §§ 61.20-15 through 61.20-23 apply only to vessels in ocean and coastwise service. Each examination, inspection and test prescribed by these sections must be conducted in the presence of a marine inspector.

[CGD 78-153, 45 FR 52388, Aug. 7, 1980]

§ 61.20-17 Examination intervals.

(a) A lubricant that demonstrates the corrosion inhibiting properties of oil when tested in accordance with ASTM D 665-92 is considered to be equivalent to oil for the purposes of the tailshaft examination interval.

(b) Except as provided in paragraphs (c) through (f) of this section, each tailshaft on a vessel must be examined twice within any 5 year period. No more than 3 years may elapse between any 2 tailshaft examinations.

(c) Tailshafts on vessels fitted with multiple shafts must be examined once every 5 years.

(d) Tailshafts with inaccessible portions fabricated of materials resistant to corrosion by sea water, or fitted with a continuous liner or a sealing gland which prevents sea water from contacting the shaft, must be examined once every 5 years if they are constructed or fitted with a taper, keyway, and propeller designed in accordance with the American Bureau of Shipping standards to reduce stress concentrations or are fitted with a flanged propeller. Accessible portions of tailshafts must be examined visually during each drydock examination.

(e) Tailshafts with oil lubricated bearings, including bearings lubricated with a substance considered to be equivalent to oil under the provisions of paragraph (a) of this section need not be drawn for examination—

(1) If tailshaft bearing clearance readings are taken whenever the vessel undergoes a drydock examination or underwater survey;

(2) If the inboard seal assemblies are examined whenever the vessel under-

goes a drydock examination or underwater survey;

(3) If an analysis of the tailshaft bearing lubricant is performed semi-annually in accordance with the lubrication system manufacturer's recommendations to determine bearing material content or the presence of other contaminants; and

(4) If—

(i) For tailshafts with a taper, the propeller is removed and the taper and the keyway (if fitted) are nondestructively tested at intervals not to exceed 5 years; or

(ii) For tailshafts with a propeller fitted to the shaft by means of a coupling flange, the propeller coupling bolts and flange radius are nondestructively tested whenever they are removed or made accessible in connection with overhaul or repairs.

(f) Tailshafts on mobile offshore drilling units are not subject to examination intervals under paragraphs (b) through (d) of this section if they are—

(1) Examined during each regularly scheduled drydocking; or

(2) Regularly examined in a manner acceptable to the Commandant (G-MOC).

[CGD 95-027, 61 FR 26001, May 23, 1996, as amended by CGD 96-041, 61 FR 50728, Sept. 27, 1996; 61 FR 52497, Oct. 7, 1996]

§ 61.20-18 Examination requirements.

(a) Each tailshaft must be drawn and visually inspected at each examination.

(b) On tailshafts with a taper, keyway, (if fitted) and propeller designed in accordance with American Bureau of Shipping standards to reduce stress concentrations, the forward 1/3 of the shaft's taper section must be non-destructively tested in addition to a visual inspection of the entire shaft.

(c) On tailshafts with a propeller fitted to the shaft by means of a coupling flange, the flange, the fillet at the propeller end, and each coupling bolt must be nondestructively tested in addition to a visual inspection of the entire shaft.

[CGD 84-024, 52 FR 39652, Oct. 23, 1987, as amended by CGD 84-024, 53 FR 32231, Aug. 24, 1988]